

# The Hong Kong Daily Press.

No. 9263

號八十六百二十九號

十一月八日三十緒光

HONGKONG, SATURDAY, SEPTEMBER 17TH, 1887.

六十年  
號七十九月九英華香

PRICE \$2 PER MONTH

## SIPPING.

### ARRIVALS.

September 15, MONGKUT, British steamer, 887, Gen. Anderson, Bangkok 9th September, Rio and General - YEN FAT HOI.

September 15, AMADYR, French steamer, 2,480, Delariv, Marseilles 14th August, Alexandria 19th, Port Said 20th, Suez 21st, Aden 26th, Colombo 7th September, Singapore 9th, and Saigon 12th, Malls and General - MESSAGERS MARITIMES.

September 16, FORMOSA, British steamer, 884, T. Hall, Tamshui 11th September, Amoy 14th, and Swatow 15th, General - DOUGLAS LA PRAIRIE & CO. LIMITED.

September 16, CLEOPATRA, British str., 1,570, Hocky Peace, Saigon 12th September, Rio. - ADAMSON, BELL & CO.

September 16, CHIANG HOCH KIAN, British steamer, 956, F. Webb, Penang 9th Sept., and Singapore 10th, General - BUN HIN & CO.

### CLEARANCES.

AT THE HARBOUR MASTERS OFFICE.

16TH SEPTEMBER.

Don Juan, Spanish str., for Amoy.  
Barone, Dutch str., for Amy.

KILLARNEY, British str., for Bangkok.

P. N. Blanchard, Amer. ship, for New York.

Sepina, German str., for Bangkok.

### DEPARTURES.

September 16, GREYHOUND, British str., for Hoitow.

September 16, YANGTSE, British steamer, for Whampoa.

September 16, INDEPENDENT, German str., for Toulon.

September 16, KILLARNEY, British steamer, for Bangkok.

September 16, OLYMPIA, German str., for Hamburg.

September 16, ANADYR, French str., for Shanghai and Yokohama.

### PASSENGERS.

ARRIVED.

Par Mongkut, str., from Bangkok - 115 Chinese.

Par Andor, str., from Marseilles, &c. - For Hongkong - Messrs. Igacio de Costa Davide and Barcia Viana and 4 Chinese, from Macao.

From Singapo - Mr. Taraves, 2 children and amah, Mrs. Rodges and daughter.

From Saigon - Miss Schram, Mr. L. de Casseneuve, and 102 Chinese. For Shanghai - Messrs. Halkhen, Schlimberg, L. Wiger, and C. A. Holt, 4 European and Chinese, from Macao.

From Yokohama - Messrs. Paul Jabez, Leches, M. Alcock and Yamamoto, from Marseilles.

From Saigon - Mr. Henry.

Par Cleopatra, str., from Saigon - 84 Chinese.

Par Cheung Hock Kien, str., from Straits - 580 Chinese.

Par Formosa, str., from Tamsui, &c. - General Tong and family, and 196 Chinese.

### DEPARTURES.

Par Dacoum, str., from Bangkok - 10 Chinese.

Par Andor, str., from Marseilles, &c. - For Hongkong - Messrs. Igacio de Costa Davide and Barcia Viana and 4 Chinese, from Macao.

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### REPORTS.

The British steamer *Mongkut*, from Saigon 13th September, reports from Saigon to Cape Padarau had light southerly winds, from Cape Padarau to Ladron Islands had fresh N.E. winds with heavy rains; thence to port light winds and cloudy weather.

The British steamer *Mongkut*, from Bangkok 9th September, reports had light moderate winds from S. and S.W. until 16th; winds then hauled to the eastward, light at first, fresh breeze, high sea, and heavy rains squalls the last 24 hours of passage.

The British steamer *Chiang Hock Kian*, from Penang 6th September, and Singapore 10th, reports first part fresh and light S.W. winds and passing squalls to lat. 15° N.; thence to port moderate easterly winds and the weather. On the 14th instant passed the steamers *Lorne* and *Hampshire* steaming south.

The British steamer *Formosa*, from Tamsui 11th September, Amoy 12th, and Swatow 15th, reports in Tamshui experienced threatening weather and low glass. Bar. 29.46. From Tamshui to Amoy had moderate N.E. winds and cloudy weather. From Amoy to Swatow fresh N.E. winds and heavy rain squalls. From Swatow to Hongkong fresh N.E. winds and fine, clear weather. In Amoy steamer *Dagoba*. In Swatow steamer *Swatoe* and *Pechili*.

### AMOY SHIPPING.

September 15, ARABIA, British str., from Shanghai.

3, Visayas, Spanish str., from Hongkong.

3, Pekchi, British str., from Tamsui.

4, Dorothy, British bark, from Chelco.

4, Omega, British bark, from Chelco.

4, Earl, British bark, from Newchwang.

4, He, a, British str., from Hongkong.

4, N. Yellow, British str., from Shanghai.

5, Names, British str., from Foochow.

5, Victoria, British str., from Shanghai.

5, Formosa, British str., from Hongkong.

5, Chatenabrand, Brit. bark, from N'chwang.

5, Claro Bahman, British bark, from N'chwang.

5, Galveston, German str., from Newchwang.

6, Tamsui, British str., from Swatow.

6, Louis, British str., from Tamsui.

6, Johanna Kramer, German str., from N'chwang.

6, Kai-huang, Chinese g.b., from Foscadores.

6, Ching-hua, British str., from Hongkong.

6, Duncraig, British str., from Hongkong.

7, Diamante, British str., from Hongkong.

7, Diamante, British str., from Tamsui.

7, Cito, Chinese str., from Tamsui.

7, Meefoo, Chinese str., from Swatow.

7, Else, British str., from N'chwang.

7, Elsie, British str., from N'chwang.

7, Elspas, Spanish str., from Hongkong.

7, Ingabran, German str., from Nagasaki.

7, Kaitai, British str., from Foochow.

7, Meefoo, Chinese str., from Tamsui.

7, N'chwang, British str., from N'chwang.

7, Rapido, Italian cruiser, from Shanghai.

7, Wenchow, British str., from Swatow.

8, Peccili, British str., from Shanghai.

8, Titan, British str., from Shanghai.

10, Glenroy, British str., from Foochow.

10, Yorkshire, British str., from Foochow.

10, Formosa, British str., from Tamsui.

10, Christian, German str., for Tamsui.

10, Visayas, Spanish str., for Manila.

10, Diamante, British str., for Manila.

10, G. G. Green, British str., for Manila.

10, Meefoo, Chinese str., for Manila.

10, Pekchi, British str., for Manila.

10, Pekchi, British str., for Foochow.

10, Nanking, British str., for Swatow.

10, H. H. Hall, British str., for Swatow.

10, H. H. Hall, British str., for Foochow.



John tampered with the notes of speech he delivered, notably ones by Mr. Clifford Lloyd, in the Mauritius Council. The leading article says: "The whole edifying scene is reported to us by our correspondents, including the words which are the direct source of all the trouble. I can only say, 'I am sorry.' The Secretary of State said: 'I had hoped to see the report of a speech which I had the honour of delivering there. No doubt, on account of my having spoken low, or for some other cause—but it was not the fault of the shorthand writer—the report, as a matter of fact, entirely misrepresents what I said, and makes it appear that I said the reverse of what I really did say. The tales are our own.'

The Times says: "A general statement in the correspondent's letter above referred to, in which he says: 'It is admitted that the administration of Sir John Pope Hennessy has fallen upon bad times; but he would have done well if he had left some of his philanthropical projects in abeyance, and given his serious attention for the purpose of helping to solve the financial difficulties which beset our colony,'"

This is a good, a quiet, and a safe note. In the correspondence, however, he refers to it in which he says: "It is admitted that the administration of Sir John Pope Hennessy has fallen upon bad times; but he would have done well if he had left some of his philanthropical projects in abeyance, and given his serious attention for the purpose of helping to solve the financial difficulties which beset our colony.'

His Excellency, the Adjutant-General, Major Harrison, Hook and Harrison—the solicitors of Lord Coleridge, by the way. He expects to return to the Mauritius we may add, in October."

#### THE NEW CONTRACT OF THE MESSAGERIES MARITIMES.

In the *Revue Francaise* for August is an article by M. Georges Damantno on the contract between the Messageries Maritimes and the M.M.C., which was signed on the 30th of June, 1886, and adopted by the Chamber on the 2nd of April of this year, ratified by the Senate on the 29th June, and published in the *Journal Officiel* of the 8th July. The writer points out that the M.M.C. is one of the most powerful in existence. In 1886, its fleet comprised 53 steamers in active service, representing a gross tonnage of 150,370 tons, and 1,222 million francs. In 1887, it had 60 ships, 741,108 metric tonnes. In the same space of time 105,917 passengers were carried, the goods transported amounted to more than 445,000 tons, and the value of the species and securities entrusted to the flag of the Company exceeded 183 million francs. The actual value of the fleet is moreover than 122 million francs, and the total receipts for 1886 were over 52 million francs. The price paid by the Company for the proportion of the passengers carried by M.M.C. steamers belongs to the higher classes, the Company having gained a high reputation for the comfort and good travel provided on its vessels. On the main lines, the captains are frequently officers of the French navy, temporarily detached that they may thoroughly acquaint themselves with the navigation of the latitude traversed. At the time of writing, and notwithstanding the history of the growth of the Company, the writer proceeds to describe each of the lines on which the steamers run, and the changes effected by the new contract. The chief point that interests us in *Ceylon* is that the regulation speed of the Marseilles-Yokohama line by the new contract raised from 94 knots to 13 knots an hour. As we mentioned the other day, from 1st Oct. there is to be a reduction in the Loo-Chia line; between Calcutta and Colombo, once the Hongkong-Yokohama steamers coming to run on this line will be increased to 111 knots. The speed on the line is to be raised to 111 knots. A new line is to be established between Aden and Karash, the object being to try and get a share in the traffic which Italy and Austria-Hungary are already disputing with Britain. No great modification is to be made in the Loo-Chia line; but though the total mileage has been reduced from 139,566 to 203,750 marine leagues, the rate of subscription has been reduced from 28f. 77c. to 32f. the league. The regulation speeds, varying at present from 9 knots and 111 knots, will in future run between 111 and 14 knots an hour. The obligatory run is reduced from 562,850 nautical miles to 481,674, and the Government's contribution from 13,704,110 to 12,783,494, an amount of 3,000,634. The contract contains various provisions, such as that preference is given to French goods, &c., and a transition period provided for, from 1st Jan., 1887, to 22nd July, 1888, during which certain modifications will be made in the service; these will be carried out shortly. The augmentation of speed provided by the contract will necessitate a gradual reduction in the crew, and a reduction of a certain number of the steamers will be altered to meet the new requirements, and by 22nd July, 1888, the fleet will be increased by three mail steamers of the largest type. A fourth will follow a few months later, and the Company calculate that, in the course of the fifteen years embraced by the contract, they will have to add successively to their fleet at least a dozen steamers, and that the cost of the new service will be to the latest requirements. The total cost of construction and alteration to be effected by 1893 cannot probably cost less than 100 million francs.

#### THE FRENCH MAIL.

The M. M. steamer *Anadyr*, from Marseilles 14th ult., with the London mail of the 12th ult., arrived here on Thursday night. The subjoined telegrams are taken from Ceylon and India papers:

#### ANOTHER ELECTION.

LONDON, 21st August.

Mr. Allfrey Fellowes, Conservative, was beaten for North Huntingdon (Bolton) division in place of Captain Fellowes (who has succeeded to the Peerage by the death of Lord de Ramsay), defeating the Gladstone candidate, Mr. J. H. Sanders, by 286 votes. Mr. Fellowes polled 2,700, and Mr. Sanders 2,414, showing 79 Conservative votes less than at the previous election.

#### SMALL ALLOTMENTS BILL PASSED.

LONDON, 21st August.

The House of Commons last night on resuming the adjourned debate on the proclamation of the National League, Mr. Gladstone's motion was rejected by a majority of 78 votes, 194 voting for and 120 against.

**THE SUGAR BOUNDIES.**

Sir James Ferguson, replying to a question, said that Austria-Hungary had offered to contribute £100,000 towards the cost of the Bill, and that their willingness to do so in a conference to consider the question of the sugar boundies. Hoples have not yet been invited to take part in the proposed conference.

**A SALVATION ARMY MISSION TO INDIA.**

BOMBAY, 11th August.

Colonel Tucker and a party of 50 Salvationists who arrived yesterday from England left this evening by train for Calcutta. The party includes Mr. Edward Edwards, Mr. W. G. Smith, Mr. J. St. L. Lomax. They all dress and live like natives. They had their first meal of curried rice and rice and dal yesterday. An English gentleman in India has given them six thousand pounds to defray the cost of the mission.

**ARRIVAL AT SIMLA OF THE FRENCH TRAVELERS AFTER TERRIBLE STUPPERS.**

BOMBAY, 24th August.

The French travellers, Messrs. Convoit, Capron and Pepin, have arrived at Simla after terrible sufferings. In crossing the mountains the cold was so great that the mercury froze, and the air was so rarefied that they could hardly breathe. There was snow, feet of snow, and they had to travel by night to avoid avalanches, and had to follow the footprints of wolves to find the road. They started with 150 horses, but their followers deserted them, stealing their horses and baggage.

#### AYUB KHAN'S ESCAPE.

LONDON, 23rd August.

It is reported from Teheran that Ayub Khan's party was recognized while travelling on the Savaranay-Mashed road, where the fugitives divided, some going towards the south and others to Meshed.

BOMBAY, 23rd August.

Ayub Khan, in order to effect his escape, assumed illness and kept up a pretence of convalescence with the Persian Foreign Minister. His escape is due to the courtesy of the British Legation, who sent him and his Ayub's house searched on Augt 22nd, when it was discovered that the Shah had fled a week previously. Ayub was last seen near Meshed and a break in the telegraph line is believed to be his work.

SIMLA, 26th August.

Ayub Khan is believed have systematically accumulated part of the allowances made by the Government of India, and the Persian Government, but the total of such saving is not large as he had to make out of it allowances to other Afghan refugees in Persia. After he had actually escaped, it appears that, in order to deceive the Persian authorities

he contrived to have letters purporting to come from him sent to them from his house in Teheran. It is suspected that he has gone northward, and to Russian territory. The telegraph line from Teheran to Meshed has been frequently cut by rebels to hinder the Persians.

The Amir, in reply to a communication from the Government of India, informing him of the settlement of the Afghan boundary dispute, has expressed his entire concurrence and the arrangements made by his legate.

He is also a quaker, and the author of the formation of a COMPANY OF SAPPERS AND MINERS IN BURMAH.

ALAHABAD, 29th August.

Sanction has been given to the formation of a company of Sappers and Miners in Burmese consisting of half Burmans, a quarter Chinese, and a quarter Kachins and Karens. The force will be utilized for five years, and probably reductions in the pay of the men next spring will be the result of this arrangement. The rebels will be in the country early in the cold weather as to give a very large force time to move about and undertake any operations that may be required.

#### OLLA PODRIDA.

BREVATRE, TANQUERAY & Co. (late Bywaters, Perry & Co.) are agents for Residents abroad, Missionaries, Chaplains, &c., in every part of the world. Goods and Outfits supplied at Wholesale prices. Shipping and passage arrangements Banking in all its branches. See Offices, p. 79, Queen Victoria Street, London, 2,000 B.M.R. now.

(2236)

Mr. Omond, the editor of the very interesting "Aristocrat Papers," is engaged on the preparation of the famous Harry Dundas, the confidential friend of Mr. Pitt, who died in 1814. This little man is in the compilation of post-writs. The time of his life is to be spent in writing up much of the Dundas correspondence has been preserved, as in addition to governing India, Mr. Dundas ruled Scotland for many years with an iron rod, controlling the Parliamentary representation in both Houses by a dexterous combination of tyranny and bribery. He was an admirable man and a very skilful debater, but his conduct in his private life was indefatigable. Mr. Dundas was really the King of Scotland, as he early aroused his resolution to devote the whole of his immense patronage (both at home and in India) to the adherents of his party. He was a firm friend, and his popularity was great; while his authority in Scotland was literally unbounded, as his wary countrymen well knew that answering devotion to the minister was the surest proof to preferment.

The story of a strange bequest comes from Paris. M. Barrelier, ex-mayor of Boisjoly, a French town situated in the Seine-et-Marne, was sentenced to a year's imprisonment in 1886 for having fired at and wounded a workman who pressed him for payment of a debt of 10s. M. Barrelier was driven, and was compelled to commit suicide, after his release from prison, in which he was indefatigable. Mr. Dundas was really the King of Scotland, as he early aroused his resolution to devote the whole of his immense patronage (both at home and in India) to the adherents of his party. He was a firm friend, and his popularity was great; while his authority in Scotland was literally unbounded, as his wary countrymen well knew that answering devotion to the minister was the surest proof to preferment.

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## BUSINESS ANNOUNCEMENTS.

FOR the worst form of **YELLOW SCARLET**, JUNIOR'S, CHICKEN POX, SMALL POX, MEASLES, ERUPTIVE or SKIN COMPLAINTS, and various other altered CONDITIONS of the BLOOD, the GREAT REMEDY

"LAMPLUGH'S PYRITICAL SALINE."

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F. H. HOPKINS, M.D., F.R.C.P., F.R.S.,  
HON. MEDICAL ADVISER TO THE MANCHESTER GUARDIAN,  
Correspondent of the Manchester Guardian in  
Albania.

FOR THE HEAT, HEADACHE, STOMACHACHE,  
COUGHING, COUGH, COLD, ASTHMA, HEART-  
BURN, and FEVERISH COUGH.

LAMPLUGH'S PYRITICAL SALINE

IS THE CRUCIAL CURE.

MOST REFRESHING, COOLING AND  
VITALIZING THE BLOOD.

The Testimony of numerous eminent medical gentlemen is to its possession of most important elements to health.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by

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NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOURABAYA, SAMARANG, BATAVIA, SINGAPORE, AND SAIGON.

THE Company's Steamship

"BOORNEO."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd. at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 20th instant, will be subject to reate.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., Agents.

Hongkong, 13th September, 1887. [1770]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship

"WING-SANG."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 17th instant, will be subject to reate.

All claims against the steamer, or before the 18th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., General Managers.

Hongkong, 1st January, 1882. [16]

IMPERIAL FIRE INSURANCE COMPANY.

FROM ANTWERP, LONDON, AND PENANG.

THE Company's Steamship

"HAVRE."

Captain La Porte, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature and to take immediate delivery of their Goods from along-

side.

Cargo impeding the discharge of the steamer will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

All claims against the steamer must be presented to the Undersigned on or before the 24th instant, or they will not be recognized.

RUSSELL & CO., Agents.

Hongkong, 12th September, 1887. [1757]

NAVIGAZIONE GENERALE ITALIANA (FLORIO & BUATTINO UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM MARSEILLES, GENOA, PORT SAID, BOMBAY AND SINGAPORE.

THE LINCOLN AND MIDLAND COUNTIES DRUG COMPANY, LONDON, ENGLAND.

(TRADE MARK—"BLOOD MIXTURE")

ONE BOX OF CLARKE'S B41 PILLS

is warranted to cure all diseases from the Urinary Organs, in either sex, inspired by constipation, Gout, and Pains in the Back. Guaranteed free from Mercury. Sold in Boxes, 4d. 6d. each, by all Chemists and Patent Medicine Vendors throughout the World.

THE LINCOLN AND MIDLAND COUNTIES DRUG COMPANY, Lincoln, England.

(TRADE MARK—"BLOOD MIXTURE")

HOP SHE SHOTED SIGNS OF BITTERS

BITTERS.

HOP To the Hop Bitter—BITTERS.

HOP To the Hops—BITTERS.

HOP I have much pleasure in testi-

HOP lying to the exceedingly great

HOP value of my Hop Bitter.

HOP mother, who is now 78 years old,

HOP was taken very ill with rheumatism,

HOP who is settled in her bed, affec-

HOP tive of the disease, and

HOP but the medicine made her worse.

HOP instead of better; and the doctor

HOP who attended her said she would

HOP not live long if she did not take

HOP what I believe what he said.

HOP was true, and she evidently show-

HOP ed signs of death. But we gave

HOP him my Hop Bitter, which has

HOP times, which acted with good re-

HOP sults. It is now two months since

HOP it happened, and I am thankful

HOP that she is still alive, and has had

HOP much as to be able to go on, and

HOP looks better than she did before

HOP she was taken ill.

HOP I can assure you what you

HOP like of this bitter, as I feel con-

HOP fident that she had not had the

HOP Bitters, I should never have given

HOP her any more.

HOP CARLOWITZ & CO., Agents.

Hongkong, 15th September, 1887. [16]

TO BE LET.

TO LET.

ROOMS IN CLUB CHAMBERS.

Apply to DOUGLAS LAI RAIK & CO.,

Hongkong, 1st February, 1882. [148]

HONGKONG WHARF & GODOWNS

Goods received on STORAGE at Moderate

Rates in First-class Godowns.

STEAMER CARGOES discharged on

favourable terms.

Also Enter GODOWNS TO LET.

Apply to MEYER & CO.,

Hongkong, 2nd July, 1887. [128]

TO BE LET.

WITH IMMEDIATE POSSESSION.

SUITES OR ROOMS fronting the Praya and

FIRE INSURANCE COMPANY, OP IN HAMBURG.

THE Undersigned Agents of the above

Company, are Prepared to ACCEPT

RISKS at Current Rates.

FUSTAU & CO.,

Hongkong, 1st January, 1882. [168]

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

ESTABLISHED 1845.

THE Undersigned, having been appoin-

tors for the above Company, are pre-

pared to issue Policies of INSURANCE

against FIRE at Current Rates.

W. R. LOXLEY & CO.,

Hongkong, 24th March, 1887. [168]

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned, having been appointed

Agents for the above Company, are pre-

pared to issue Policies of INSURANCE

against FIRE and LIFE at Current Rates.

FUSTAU & CO.,

Hongkong, 1st April, 1882. [168]

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

ESTABLISHED 1845.

THE Undersigned, having been appoin-

tors for the above Company, are pre-

pared to issue Policies of INSURANCE

against FIRE and LIFE at Current Rates.

FUSTAU & CO.,

Hongkong, 1st April, 1882. [168]

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

ESTABLISHED 1845.

THE Undersigned, having been appointed

Agents for the above Company, are pre-

pared to issue Policies of INSURANCE

against FIRE and LIFE at Current Rates.

FUSTAU & CO.,

Hongkong, 1st April, 1882. [168]

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

ESTABLISHED 1845.

THE Undersigned, having been appoin-

tors for the above Company, are pre-

pared to issue Policies of INSURANCE

against FIRE and LIFE at Current Rates.

FUSTAU & CO.,

Hongkong, 1st April, 1882. [168]

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

ESTABLISHED 1845.

THE Undersigned, having been appoin-

tors for the above Company, are pre-

pared to issue Policies of INSURANCE

against FIRE and LIFE at Current Rates.

FUSTAU & CO.,

Hongkong, 1st April, 1882. [168]

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tors for the above Company, are pre-

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Hongkong, 1st April, 1882. [168]

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